

DEPARTURE OF TRAINS.

Train	Time	Destination
St. Louis & North St. Louis	8:00 A. M.	St. Louis
St. Louis & North St. Louis	8:15 A. M.	St. Louis
St. Louis & North St. Louis	8:30 A. M.	St. Louis
St. Louis & North St. Louis	8:45 A. M.	St. Louis
St. Louis & North St. Louis	9:00 A. M.	St. Louis
St. Louis & North St. Louis	9:15 A. M.	St. Louis
St. Louis & North St. Louis	9:30 A. M.	St. Louis
St. Louis & North St. Louis	9:45 A. M.	St. Louis
St. Louis & North St. Louis	10:00 A. M.	St. Louis
St. Louis & North St. Louis	10:15 A. M.	St. Louis
St. Louis & North St. Louis	10:30 A. M.	St. Louis
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St. Louis & North St. Louis	12:45 P. M.	St. Louis
St. Louis & North St. Louis	1:00 P. M.	St. Louis
St. Louis & North St. Louis	1:15 P. M.	St. Louis
St. Louis & North St. Louis	1:30 P. M.	St. Louis
St. Louis & North St. Louis	1:45 P. M.	St. Louis
St. Louis & North St. Louis	2:00 P. M.	St. Louis
St. Louis & North St. Louis	2:15 P. M.	St. Louis
St. Louis & North St. Louis	2:30 P. M.	St. Louis
St. Louis & North St. Louis	2:45 P. M.	St. Louis
St. Louis & North St. Louis	3:00 P. M.	St. Louis
St. Louis & North St. Louis	3:15 P. M.	St. Louis
St. Louis & North St. Louis	3:30 P. M.	St. Louis
St. Louis & North St. Louis	3:45 P. M.	St. Louis
St. Louis & North St. Louis	4:00 P. M.	St. Louis
St. Louis & North St. Louis	4:15 P. M.	St. Louis
St. Louis & North St. Louis	4:30 P. M.	St. Louis
St. Louis & North St. Louis	4:45 P. M.	St. Louis
St. Louis & North St. Louis	5:00 P. M.	St. Louis
St. Louis & North St. Louis	5:15 P. M.	St. Louis
St. Louis & North St. Louis	5:30 P. M.	St. Louis
St. Louis & North St. Louis	5:45 P. M.	St. Louis
St. Louis & North St. Louis	6:00 P. M.	St. Louis
St. Louis & North St. Louis	6:15 P. M.	St. Louis
St. Louis & North St. Louis	6:30 P. M.	St. Louis
St. Louis & North St. Louis	6:45 P. M.	St. Louis
St. Louis & North St. Louis	7:00 P. M.	St. Louis
St. Louis & North St. Louis	7:15 P. M.	St. Louis
St. Louis & North St. Louis	7:30 P. M.	St. Louis
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St. Louis & North St. Louis	2:45 A. M.	St. Louis
St. Louis & North St. Louis	3:00 A. M.	St. Louis

NOTICE.—Persons sending to new letters will be obliged by adopting the following address: "Louisville Journal, Drawer B, Louisville, Ky."

For military advertisements see first page.

STEERING AT TURNER'S HALL.—The meeting this evening at Turner's Hall, on Jefferson, between Preston and Jackson streets, will be a great gathering. The true and loyal citizens in that part of the city will be there. The ladies especially are invited to attend this meeting.

Hon. James Speed, Col. W. P. Rogers, W. G. Keiser, and Philip Thompson will address the meeting.

Our letter from Camp Andy Johnson, at Campbellville, states that Col. Hobson made a reconnaissance on the 20th and with his command Green River and thoroughly examined the country near Little River. There are no Confederate troops north of this river.

PROTESTING RACES.—Western Courier.—There was a large crowd at Woodlawn yesterday to witness the great match between Dora's Gold Dust and W. Garrett's Iron Duke, mile heats, three best in five, for \$10,000, which was won by the former. Here is the summary:

First heat, Dora's Gold Dust, 1:10; Iron Duke, 1:12.

Second heat, Dora's Gold Dust, 1:11; Iron Duke, 1:13.

Third heat, Dora's Gold Dust, 1:10; Iron Duke, 1:12.

Fourth heat, Dora's Gold Dust, 1:11; Iron Duke, 1:13.

Fifth heat, Dora's Gold Dust, 1:10; Iron Duke, 1:12.

Final heat, Dora's Gold Dust, 1:11; Iron Duke, 1:13.

The second race of two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Second race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Third race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Fourth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Fifth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Sixth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Seventh race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Eighth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Ninth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Tenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Eleventh race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twelfth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Thirteenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Fourteenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Fifteenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Sixteenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Seventeenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Eighteenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Nineteenth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twentieth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-first race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-second race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-third race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-fourth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-fifth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-sixth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-seventh race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-eighth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Twenty-ninth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Thirtieth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

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Thirty-ninth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Fortieth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Forty-first race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

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Forty-eighth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Forty-ninth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Fiftieth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

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Fifty-ninth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Sixtieth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

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Sixty-ninth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Seventieth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

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Ninetieth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Hundredth race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

Hundred-first race, two-mile heats, between Edward Everett and Len Rogers, was handsomely won by the latter in two straight heats.

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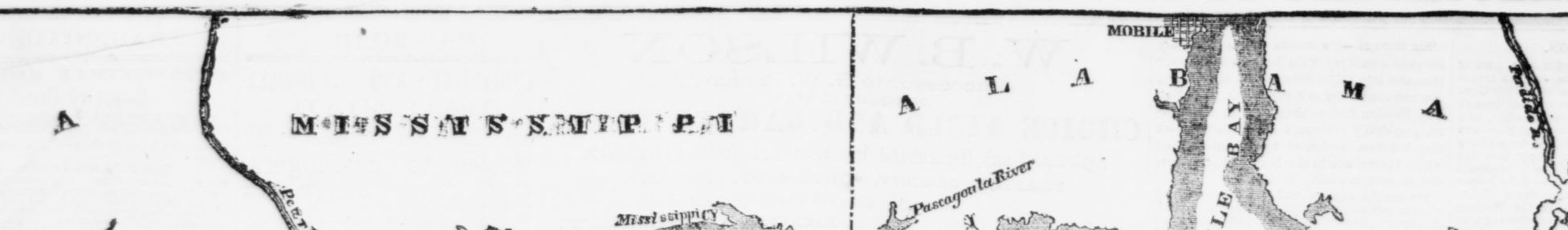
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THE COAST LINE FROM THE MISSISSIPPI MOUTH TO PENSACOLA.



The accompanying map will show the position of a portion of the country to which the public attention is directed at the present time. The westward tendency of the war brings this section of the country into importance and attaches to it a degree of interest which it has heretofore been a stranger.

The map shows the mouth of the Mississippi, all the entrances by which the city of New Orleans may be reached, the Mississippi and Alabama coasts, and that portion in the vicinity of Fort Vicksburg. The distance from the mouth of the great river to New Orleans is 185 miles, and it is likewise approachable from other points than the main channel. Mobile, it will be seen by the map, is situated at the junction of the Alabama and Tombigbee rivers, at the entrance into the Mobile Bay. It is situated thirty miles from the Gulf, and has a good harbor. The mouth of Mobile Bay is protected by Dauphin Island. Entrances to the Bay must be made by the channels on either the right or left of this island.

The best harbor in the Gulf of Mexico is that of Pensacola. Between Santa Rosa Island and the main shore there is excellent protection for vessels of all classes. The depth of the water over the bar leading to this harbor is never less than twenty feet.

Another point of growing importance is Mississippi City, whose capture by the United States troops was mentioned some time since. This position is on the shore of Mississippi Sound, in the extreme southern portion of the State, bearing the same name. The entrance of the Federal troops at this point created the greatest consternation among the residents of New Orleans, and also those of the lower portion of the State which is entitled to the citizenship of the great rebel, Jeff. Davis. Mississippi City has the poorest harbor, and has always been regarded as a half-way point between Mobile and New Orleans.

Referring to New Orleans, an Eastern correspondent says that a fleet of twelve vessels, could be started from the deep waters in Lake Borgne and reach the landing at New Orleans in ten or twelve hours. The land, for more than twenty miles around, is a low swamp, easily swept by the guns of a fleet. There is not an armed vessel of any kind upon the lake, nor is there any impediment upon the route of a message, except Fort Pike, at the Natchez, and the passage between Lake Borgne and the Gulf.

That fort is out of repair, has but some six or eight small cannon mounted, and is now garrisoned by a single company of militia. New Orleans, once in possession of the Federal Government, would be a powerful base for the Mississippi below, hold it against all the power of the South, and effectively keep in check all the Confederate States, except Georgia and the Carolinas.

Let but a thousand men assail New Orleans, and every man of the Louisiana contingent now in Virginia would rush for home.

To the south of New Orleans are three large bays—Barataria, Tibiarola, and Atchafalaya. The first two are connected with the Mississippi river by an inland water communication, through the bayous, &c. These bays allow of the entrance of vessels drawing from 9 to 12 feet of water.

With these facts in regard to the positions of the Gulf coast, and its vicinity, our readers may, for themselves, make such further examination as they think proper.

NEW YORK, Oct. 24. The steamer McClellan arrived from the South-west at 10:15 P. M. The morning of the 24th, after the capture of the city, the McClellan, with a full complement of troops, arrived at 10:15 P. M. The morning of the 24th, after the capture of the city, the McClellan, with a full complement of troops, arrived at 10:15 P. M.

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